Utah Valley Notes 50th **Anniversary of Steel** Industry's Advent Here

(continued from 8C)

-Completion of the Geneva rogen Plant, which turns out Nitrogen Plant, a variety of nitrogen-rich chemicals, such as ammonium nitrate, nitric acid and acid anhydrous ammonia, for western agriculture and minerals

refining.

—Addition of a new Sheet Mill to produce flat sheets for a number of manufacturing end

uses

 —Construction of Atlantic City
Ore Mine in Southwestern
Wyoming to open pit mine and
beneficiate iron ore for Geneva's blast furnaces.

Important Assets

advances were to prove important assets in the competitive show-down that lay ahead.

Meanwhile, Utah today tend to view the years from 1946-60 as a period of natural growth and secure markets the likes of which will never come again.

It was a time to get ready for the confrontation that followed, but few were really prepared for the suddenness with which this challenge came It all began s

It all began shortly after 1960, when the first few tons of foreign steel were unloaded at West Coast ports, hardly a straw in the

Foreign Invasion
After that, Utah steelmakers faced a widening invasion of foreign steel, mainly from Japan, produced by mills on deep water more modern than their own, shipped by cheap water transportation and unloaded squarely on top of the markets they must serve, centered at Los they must serve, centered at Los Angeles, San Francisco and

Angeles, San Francisco and Portland-Seattle.
Starting from scratch in 1960, foreign producers by the end of 1972 had captured about 38 percent of the total steel market in the 13 western states. This loss by conservative estimates by conservative estimates erased in a dozen years a growth potential for the Utah steel industry roughly equal to more than 3,000 job opportunities.

With such competition came a challenge to the long-range entirely of the mill named

challenge to the long-range survival of the mill, named Geneva, located in a pasture at a disadvantage in distance by rail to market ranging from 700 to

1,000 miles

New Chapter
With it also came a vital new chapter of the Utah steel story entitled: "People Make the Difference."

This opened as early as 1961, when a new Geneva general superintendent, George A. Jedenoff, who now serves as vice president of Western Operations for U.S. Steel, foresaw what was coming and moved to rally Heal. coming and moved to rally Utah County steelmakers to fight back on the ground of common on the ground of common economic interest. He called on Geneva employees to overcome a challenge "as serious as any ever faced by the pioneers of this control." state.

That was the start of a people-oriented campaign that goes forward, still today, to uphold the future of Utah's first industry by in ovation and superior tea performance in compacting for extraorders. In the the competing for customers. In the beginning, the endeavor was known as "Operation Bootstraps -Geneva.

Economic Fact The competitive response by

That night, some 4,000 Geneva standing employees in demonstration of united purpose

demonstration of united purpose pledged individually to achieve a future goal important to all. Their common goal was this: "To insure for ourselves, our families and our fellow citizens a dynamic, growing steel industry in Utah in decades ahead by making steel that places first in cost, quality and service with our cost, quality and service with our customers in the West and wherever else they may be."

Picked Up Gauntlet
They picked up the gauntlet that foreign steelmakers had

thrown down.

Meanwhile, the philosophy represented by this statement of common purpose may summed up in three words shared competition competitive

shared compressions in the Utah steelmaking team in February, 1969, observed the 25th anniversary of the date that

anniversary of the date that Geneva's first
In keeping with this, the Utah steelmaking team in February, 1969, observed the 25th anniversary of the date that Geneva's first open hearth was tapped by launching a drive to gain a second quarter century of progress for their industry in Utah Utah.

Governor Calvin Rampton, with an assist from a top open hearth crew, tapped the first furnace in the second quarter

furnace in the second century drive.

Earlier this year, Geneva General Superintendent Raymond W. Sundquist, named in 1967 to head up the Geneva steelmaking team, reported that local steelmakers in recent years have achieved significant

have achieved significant competitive progress.

By so doing, he said, Geneva employees have won important investments by U.S. Steel during this period to modernize their tools and facilities of production and expand their plant's product line.

Recent Additions
Such recent additions include: Completion of a new mill to roll e beams flange construction multi-storied construction of multi-storied structures, such as apartment buildings, towers and bridges, t h a t require high strength-to-weight ratios.

Installaion of oxygen facilities at Geneva's open hearth furnaces

furnaces

Addition of new facilities for heat-treating carbon and high-strength steel plates, a process known as normalizing, process known as normalizing, for an expanding market in the

Improvements at the Geneva

Improvements at the Geneva Pipemill.

Modernization of Geneva's 132-inch plate and strip rolling mills, now underway, to keep pace with physical quality demands by an increasingly competitive market.

Future Looks Good

Looking ahead, Mr. Sundquist

"The future of Geneva looks generally better today than it has at any time in the past dozen

years. ''Given "Given the continuous commitment of emplo hourly and management, continued employees understanding and help of others in the state who depend on us, we fully intend to decide our own destiny and fulfill this optimistic outlook." owners of Provo Flying Service, the original flying service at the airport. They later organized the Christopherson Travel Service.

and improvement of the airport and will guarantee Provo continued excellent air facilities in the future.



as the first plane g Service. It was of Provo's first



1927 was this craft is covered ng pushed at the tilable. The most was probably the

position of its engine, above the pilot in a "pusher" position. Some modern planes today are returning to the same arrangement. (Photo courtesy of Mike Jense.)

